

THE POLYNESIAN.

SATURDAY, FEBRUARY 19, 1853.

The Small Pox.

At a meeting of the Privy Council on Tuesday, a report was read from a committee previously appointed to confer with the medical faculty of Honolulu. The result of the conference was that the physicians recommended a strict quarantine of all ships and passengers arriving with the disease on board, and that the people be vaccinated as fast as possible, to shield them from it.

Upon these recommendations, the Council appointed Mr. Judd to select a place and report upon the subject of providing accommodations on shore for persons in quarantine or having the disease, and Mr. Armstrong to procure vaccine matter, and distribute it as universally as possible among medical men, missionaries and others, residing in different parts of the islands, who are willing to act gratuitously, in vaccinating the people.

We most earnestly hope these measures and others already employed, will prevent the small pox from getting on shore, from the ship now outside, with it on board; and should another vessel arrive, we are clearly of the opinion that the public safety, as well as the public opinion of the islands, requires a more strict measure of prevention than was exercised in the case of the Charles Mallory. Both ship and passengers should be kept at a safe distance, until the disease had disappeared, and a clean bill of health could be produced.

The duties of the committees noticed above are being performed, and we are requested by Mr. Armstrong to state, that the physicians of Honolulu have generously offered to co-operate with him and have promised him vaccine matter as soon as it is ready to be taken from their patients, already vaccinated.

With the present liability to the small pox, it is scarcely necessary for us to urge upon our readers the preventive duty of having all under their control immediately vaccinated. Common prudence would lead them to employ this means of rendering harmless a disease which has always proved exceedingly fatal among people like the Hawaiians.

As justly remarked by the Editor of the Argus, "run and venereal have done their worst to annihilate this people and have failed." We trust they may be exempted from a scourge like the small pox, which we much fear would nearly depopulate the islands of their aboriginal inhabitants, drive away whole ships from our ports, and cause such a stagnation of business as would retard the prosperity of the islands for many years to come.

Don't Forget the Ladies Fair.

On Tuesday evening next, at 7 o'clock, at the Court House, a fair will be held to raise funds for the benefit of "STRANGERS," who are in destitute circumstances among us. The ladies of Honolulu have taken hold of the business of providing aid for this class with a spirit and energy worthy of special commendation, and we hope the gentlemen will step forward generously to aid them in the laudable effort on Tuesday evening next.

For several weeks past the members of the STRANGERS FRIEND SOCIETY and others not members, have been most industriously employed in the manufacture of articles of utility and taste, which will be sold on the evening in question, for the benefit of the funds of the Society.

Reader, will you be there?

MORE SHIPS TO FREIGHT OIL AND BONE.—The "Stephen Larnan," Capt. Clarke, and the "Huntress," Capt. Lambert, have both arrived from San Francisco during the week, to freight for the United States. They come to R. Coady & Co., and we learn that their freights are already nearly or quite all engaged.

The "Eliza Warwick," also, now discharging cargo from Boston, has also a return cargo engaged.

Latest Dates.

The ship "Huntress," Capt. Lambert, arrived on the 17th, bringing San Francisco papers to the 29th Jan.

We are under obligations to Capt. L., Messrs. B. F. Snow, R. Coady & Co. and Capt. Grant for our latest dates.

The Huntress did not leave the coast until the 3d of Feb. and reports the mail steamer from Panama going in as she was leaving. We may therefore expect 15 days later advices from the Atlantic States and Europe during the coming week, and possibly by the steamer "Monumental City," which was to leave on the 8th, probably to touch here on her way to Sydney.

The "City Trade Report" of the 27th, in the "Herald," quotes flour at \$26 50 and \$28 00 for sacks, and \$28 00 and \$30 00 for barrels. Rice from 7c to 10c with firm market and good demand.

The "Whig" of the 28th says, the transactions in flour have been extremely trifling at \$26 and \$27 per bag, and \$27 and \$28 per bbl.

From the Whig of the 29th, we make the following extract.

The Sacramento papers of last evening, chronicle a crime which was perpetrated in that city, so contrary to humanity, so revolting even to animal instinct, that we forbear to re-publish it in this community. Suffice it to say, the offense is one the brute beast would not commit. Man, though created a little lower than the angels, has, for once, at least, proved lower than the beasts of the field.

It is reported that the perpetrator of the deed above referred to, was hanged yesterday afternoon by the people.

FROM SHANGHAI.—The British schooner Time, arrived at this port on the 17th, bringing papers to the 18th of Dec. from that city. We are indebted to Capt. Chape for a file, but they contain no news of a general nature, of interest to our readers.

Mails.

The mail for the United States by the fast-sailing brig "Wallace" will be despatched from the post office on Monday next, closing at 3 P. M. This mail will be in time for the steamer leaving March 15th.

For Lahaina, a mail will leave on Monday, P. M. For Kohala and Hilo, also on Monday, P. M. For Sydney, about Wednesday next.

Gold Dust Shipped from Sydney.

The total amount of gold dust shipped from Sydney direct to England from the opening of the placers to the 22d of August, 1852, was \$9,888,267. This amount is ascertained from a semi-monthly official list, and is presumed to be correct.

Wreck of Ship Frances of New Bedford.

By the arrival of the Bremen whale ship Hansa, Capt. Husing, from Tahiti, we learn of the wreck of the Am. whaler ship Frances, Capt. Swain, on the island of Mangaia on the 25th Dec. The particulars of the disaster we have not learned, more than that she drifted on in a calm.

The Frances sailed hence in November last, bound to New Bedford. Capt. Swain came passenger in the Hansa, to procure a vessel to touch at Mangaia for the oil saved, which amounted to 600 barrels, together with many other things, from the wreck.

Since writing the above, we have received the following account from Capt. Swain, which is a correct account of the cause of his wreck.

Honolulu, February 17, 1853.

Mr. Editor.—I send you for publication the following particulars of the loss of the ship Frances of New Bedford under my command, which took place on the night of the twenty-fifth of December last on the island of Mangaia; lying in lat. 23° 57' south long. 159° 00' west.

I had landed on the afternoon of the 25th to procure recruits, and returned on board at 7 P. M., the ship then being about two miles distant from the reef, with a light breeze from N. N. W., stood off to the W. with all sail set. At 8 P. M. (being then about three miles off), I perceived the ship did not hold her own, but drew in towards the reef, when I ordered the officer of the deck to send a boat ahead to tow off, but finding her still approaching the reef I ordered all hands to be called and the other boats to be sent ahead which was immediately done; but she still continued to draw in, and became unmanageable. She fell off, head to the land, and all our endeavors to tow her around were of no avail. At nine P. M. she struck, and immediately filled with water. My anchors were of no use, as no bottom was to be got with ninety fathoms of line, when only three times her length was on the breakers.

I immediately sent a boat to Mr. George Gill, the English missionary residing on the island, for assistance, and as she thumped very heavily, I had the masts cut away which greatly eased her, and finding that it would be impossible to save the ship, I commenced getting up the provisions and other necessaries for our consumption. Mr. Gill came on board and remained a few minutes, when he returned to the shore and sent me twenty-two canoes to assist in taking the things from the wreck, and which I found invaluable, as the boats could not approach the ship with safety, and every article had to be put into the canoes, and from thence into the boats which lay off outside the breakers, and in them carried to Mr. Gill's distant one mile. We continued to work all that night and the next day till five P. M., when having got out all the provisions, clothing, canoe and some few other articles, we left her, as from what I experienced in getting the provisions ashore I did not think it would pay to try to save the cargo, as it would cost more than the oil and bone would sell for. I therefore noted my intentions to sell the wreck as she then lay, and on the following morning she was sold at public auction.

On landing we were received by Mr. George Gill, and treated with the utmost kindness; my men were comfortably provided for, and my officers and myself were received into his family and nothing was left undone, on his or Mrs. Gill's part, for our comfort, for which I can never sufficiently thank them. I feel it my duty to here state a few particulars with regard to the natives, as few such are found on any of the Islands in the Pacific. The success of the mission on this Island may be judged from the following facts. Not an article was stolen from the wreck and when they picked up what drifted on shore and were ordered to bring them back by the native authorities, they immediately did so.

When the natives first came on board one of them came to me and asked me if he might have some turkeys and ducks that were washing about the deck, and I told him to take them, and thought no more about them; but on my leaving the island, he followed me to the boat with them, and insisted that I take them for me.

I will also mention one more anecdote and leave it with the public, assuring them that from these facts they may form a correct idea of the natives in general. I touched at this island in March, 1851, and recruited my crew, and on going on board at night I found I had more than my boat would carry off with safety, and not wishing to stay over night, I left three hogs, on the beach. Immediately on my arrival last December, the same three hogs were brought, and I was informed that they belonged to me, and that no charge would be made for their keeping.

I could give you many more instances of their honesty, but time and space will not admit of my writing any more.

The Trident, of New Bedford, Capt. Taber, touched on the 29th of December, bound for Mangaia, and took off eight of my crew; the rest still remain on the island. On the 8th of January the Bremen whale ship Hansa, Capt. Husing, touched, bound for these islands, and kindly gave me a passage; and I return him my sincere thanks for his kind and gentlemanly treatment. WILLIAM SWAIN, Jr.

The Wheat Crop on Maui.

A correspondent on East Maui says, "So softly, as to what you say of fine fields of wheat growing on East Maui, at the date of your issue, Jan. 27th. Wheat was indeed growing there at that time, but only in small quantities. It certainly looked finely, but 'fields' of this grain give too strong an impression. Not till February 1st did any one at Makawao commence, in right good earnest, the putting in of wheat. It is now being duly sown and planted in drills.

"I am sorry to say that there is less seed than we had expected, so that we have more land nearly ready to be sown, than we have the means of sowing."

As a consequence, more labor and better cultivation will be bestowed upon what is sown, so that a much heavier yield may be expected. 200 acres it is thought will be sown, and a yield of from 25 to 30 bushels to the acre is looked for.

Our correspondent fears that a monopoly for manufacturing flour may be granted, to the injury of many, and as a bad precedent, in regard to other business. We are not at all apprehensive on this point, and should expect a monopoly to be granted for the manufacture of sugar, or the making of poi, as soon as for the manufacture of flour. Indeed, we do not believe any will be asked for, so absurd is the idea, and so certain would be its denial.

STEAMER.—The San Francisco Herald of Jan. 27th says, Mr. Peter Strobel, an enterprising merchant of that city, is the pioneer in the enterprise of connecting that city with Australia by steam, and that he will sail on the 8th of February, in the steamship "Monumental City," touching at the Islands for supplies, for Sydney and Melbourne, taking passengers and freight.

Whether she will touch at Honolulu, on her passage, is not stated; but as we lie in the direct route, it is to be presumed we may have a visit from her. Some freight and passengers might be procured here, to make it an object to call. At all events she would not be required to go out of her way to touch, and fresh provisions, water, &c., do not come amiss on a long voyage, and these she can find here in abundance.

The "Monumental City" is of 1,000 tons burden and 475 horse power. W. H. ADAMS, Esq. Commander. If she sailed on the 8th, and is to touch here, she may be looked for at any hour; and by her, the Atlantic mail of 5th January.

We understand that several Mormons arrived in the "Huntress" from San Francisco.

The Sovereign of Seas.—Encouraging men to desert.

Mr. Editor:—Some facts have come to light within a few days to which we wish to call the attention of your readers, especially of the sea-faring class, who resort to this port for the prosecution of their business.

It is well known to every ship master, that considerable trouble and expense are incurred, in keeping their crews, in this, as well as in all foreign ports. And where the success of a voyage depends upon having a crew, it is not strange that masters of whale ships should feel deeply aggrieved when a merchant ship comes in and entices men to desert, in order to make up her own crew.

The facts to which we wish to direct attention are the following: The "Sovereign of the Seas" came down to this port from San Francisco for a freight of oil to the United States. This she procured, to the full extent she desired, and when about ready to sail, on Wednesday the 9th inst., most of the ships that had shipped oil on board her, sent boats and men to assist her in getting under way, and in towing her to the mouth of the harbor. All this was gratuitous, and a matter of courtesy, as the "Sovereign" was light-handed and made the request. But as the wind failed, she did not get to sea that day, but came to anchor in the channel, where she lay till Saturday morning.

On Thursday morning it was found that many men had deserted from different ships in the harbor, and were duly reported to the Marshal, who immediately took measures to arrest the deserters and restore them to their ships.

Not succeeding in finding them on shore, his suspicions were excited that they were on board the Sovereign of the Seas. He consequently went on board, where he found seven; but not finding them all, thought it necessary to smoke the ship to discover them, which he proposed to do before the ship sailed. It was noised abroad, however, on Friday morning, that the men who had been concealed on board the Sovereign, had been sent outside in one of her boats, with water and provisions, to be picked up as she went to sea. Boats were sent out on Friday in search, but failed to discover the run-aways.

On Friday night the Marshal stationed a boat with a strong crew, armed, in the entrance of the channel, with orders to arrest any boat that might be coming in, and if deserters were found, to apprehend them.

During the early part of the night, a large boat, with a good many men in her, was discovered coming in, when she was hailed and taken possession of without resistance; one man in her, however drawing a knife, but which he did not use, when threatened with being fired upon by one of the officers of police.

The boat was brought ashore, and found to contain 16 men, all deserters from the following ships:—Benj. Morgan, 4; Helen Augusta, 4; Brooklyn, 2; Lancaster, 2; Dover, Delaware, New Jersey and Corinthianer, each 1, making 16 in all.

It appears that some of the men in the boat at sea had got over their desire to desert, and wished to get back to their own ships, and declared, that they were enticed by the mate of the Sovereign to desert, and further say, that a boat was sent round by him with a bottle of rum to be passed into the fore-cabin, as an inducement for them to run.

Now, Mr. Editor, in view of the above statement of facts, which can be substantiated by a large number of witnesses, what sort of principle could have dictated such a course to procure a crew? Is it replied that the boat was stolen by these men, without the knowledge of the officers of the Sovereign? That was impossible. There is too much discipline on board that ship for such a thing to have taken place, and it is silly to assert that a large boat, with water and provisions could have been stolen without the knowledge of the officers. Besides, if the boat had been really stolen, why was not notice given of the fact to the police, and a search instituted? No such thing was done; on the contrary, notice was given to Capt. McKay at noon on Friday, that his boat was missing, and it was believed had been sent from his ship with deserters on board, to be picked up when his ship got to sea.

We feel ourselves, Mr. Editor, injured by the transactions above related, and wish the public to know the facts, let the odium come upon whom it may. Our men have been enticed to desert by the officers of a merchant ship to whom we had given freight, and tampered with, while on board doing gratuitous service to that ship in stowing her cargo and assisting her to get under way.—Is this honorable conduct? We say not; and leave the public to judge of it as it deserves. Your obedient servants,

NATHANIEL FALES.
E. A. CHAPPEL.
E. PERKINS.

To the Editor of the Polynesian.

Honolulu, Feb. 18th, 1853.

DEAR SIR:—Thinking it may interest some of the readers of your paper to know that the American Seamen's Friend Society warmly sympathize with the efforts made in Honolulu during the past year, to sustain a place of worship for the foreign residents although it took a Chaplain from their service, I forward to you an extract of a letter from the Corresponding Secretary on that subject.

New York, May 19th, 1852.

REV. T. E. TAYLOR.—Dear brother, at a meeting of the Board of the American Seamen's Friend Society the following preamble and resolutions were unanimously adopted. "Whereas, the Rev. Townsend E. Taylor has signified a desire to be released from the service of Chaplain of the American Seamen's Friend Society with a view of serving in the Ministry of the Gospel the foreign residents at Honolulu, and whereas said residents have manifested a willingness to pay five hundred dollars towards sending out another man, Resolved, that much as we regret losing to the Seamen's cause so faithful and efficient a Chaplain, Mr. Taylor's request be granted. Resolved, that we tender those foreign residents our cordial regards and best wishes that Mr. Taylor's labors among them may be promotive of much good to them and their families, and the community at large."

The \$500 dollars alluded to in the first resolution have just been paid over to Rev. Sereno E. Bishop, Chaplain at Lahaina. In this connection, it may not be improper to state that \$275 dollars of this sum were raised by subscription for that specific purpose, after Mr. Bishop arrived at Honolulu, and the other \$225 dollars advanced, with the expectation that they would be refunded from the avails of articles to be made by the ladies, and sold at the next Agricultural fair.

T. E. TAYLOR,
Acting Pastor 2d Foreign Church.

The Caloric Ship Ericsson.

The success of the caloric engine, so long talked of, and about which so many high expectations have been raised, is of so much interest to our readers that we design to keep them informed of all the experiments made, to render it a practicable undertaking. Situated as these islands are, in mid ocean, and at so great a distance from deposits of coal, any discovery that reduces its consumption, while it accomplishes the propulsion of vessels at sea, cannot but be regarded with much interest, as a practical thing to be introduced into our coasting trade.

To say nothing of trans-Pacific lines, which will be much more likely to be established, if caloric ships prove successful, the introduction of a coasting steamer among the islands, is felt to be a desideratum at the present time, both for the comfort of passengers and the safe and speedy transportation of merchandise and products to market. But while the success of an ordinary steamer may be problematical, on account of the expense of coal and men to manage her, there can be little doubt that one on the caloric principle could be sustained at once, and would prove profitable stock to invest in. The small amount of coal used, and the limited number of men required to man her, would reduce the expense to but little more than that incurred by a sailing vessel of the same tonnage.

That the result of the Ericsson experiment will prove successful, there remains but little doubt. The starting of her engines, as noticed in our last number, gives a flattering indication that the final issue will prove triumphant. Nor is the hope of this result diminished by the intelligence contained in our latest advices; it is rather confirmed.

We find the subject noticed in the New York Tribune of the 20th of December, as follows:—

TRIAL OF THE CALORIC ENGINE.—The fires were lighted Wednesday, on board the Ericsson, and the engine set in motion. The wheels made six revolutions per minute, which, allowing for the resistance of the water, (the ship being all the while stationary) is considered equal to a speed of ten to twelve miles per hour. The engines are not quite finished, and no effort was made to test their power. The wheels were kept in motion several hours, and everything operated to the satisfaction of those interested.

For the satisfaction of the public Capt. Ericsson has decided to keep his engines at work a portion of each day during the week. There were hundreds of persons on Thursday morning going to see the remarkable phenomenon.

In about three weeks the owners hope to have the ship completed and ready for sea. They will probably run her to Baltimore and other Southern ports, in order to make the test too thorough to admit the idea of failure, before attempting the voyage to Europe.

Should the new motive power prove to be what it now promises, John Bull will open his eyes surprisingly to see the finest ship afloat gliding up the Mersey under the control of Ericsson, the Swede, who twenty years ago waited patiently but vainly in London for British science and British capital to appreciate and prove this wonderful motive power.

A subsequent trial is also noticed in the Courier and Enquirer, which is the last we have heard from it.

THE CALORIC SHIP ERICSSON.—The caloric engine on board this ship was put in motion again at 5 o'clock, last evening, and worked even better than before. The movement on Wednesday was forward and the motion yesterday was the reverse. But a small portion of the power of the engine was used.

We have been requested to state, that until the Ericsson makes her trial trip, no persons, excepting those at work upon her, will be permitted to go on board.

No Coffee in Manila.

The brig Ida, recently arrived at San Francisco from Manila, failed to procure coffee, and filled principally with rice. The following from the Alta of Jan. 26th, is the latest we have seen from that quarter.

Advices from Manila.

We are under obligations to Messrs. Macdonald & Co. for the following extracts from their correspondence:

MANILA, Nov. 9, 1852.

The Ida takes principally rice. No other vessel is likely to follow soon, unless some one comes from your port expressly to load back.

MANILA, Nov. 10, 1852.

Just now there is no unemployed tonnage in port but we have made the usual application to be allowed to export the cargo (rice) and permission has been denied, as the price, they say, has risen above the limit at which the government allows the export. We cannot tell how long this prohibition may remain in force, but even if granted, the cargo could not be despatched—first, because there is no ship to take it; and next because it would be some time in preparing, as it is all half cleaned; and we cannot contract for it until we see the way clear to get the vessel, and, after that permission to ship.

"N. B.—The principal establishment for cleaning rice by machinery has been so much injured by the late earthquake as to stop all proceedings until the necessary repairs can be made."

What we shall see in 1853.

In enumerating "what we shall see in 1853," the San Francisco Herald thus alludes to these islands.

"Coming further north, there is a prospect that at least some steps will be taken before the expiration of the year to connect California by steam with the Sandwich Islands, Japan, China and the East Indies.

The growing importance of Australia and its rapid settlement, under the impulse of the gold fever, by a better and more industrious class from England, will in the course of a few years justify a steam line between the Sandwich Islands, touching at intermediate ports in Polynesia and Sydney. The Sandwich Islands are thus becoming of great consequence to us. It is evident they will be made in time, and that at no distant day, a converging point for lines of steamers from the East Indies, China, Australia, California and perhaps from Panama and Oregon.

VALUABLE PLANTATION AT AUCTION!—We would call attention to the advertisement for sale at auction, of the valuable sugar plantation formerly owned by J. T. Gower. There is no doubt it can be readily made one of the most profitable plantations in the Sandwich Islands.

The art of Discovery Acquired.

It appears by the extract from a New Zealand paper, published elsewhere, that the discovery of gold in that island was made by a Californian. It will also be recollected that a returned Californian a few months ago made the first discovery of the wonderful gold fields of Australia; and we now see it reported in some of our Atlantic exchanges, that gold has been developed in Canada, to the northward of Quebec, through the explorations of a person who had been a miner in this State. We have this latter statement on the authority of a Canadian correspondent of the New York Tribune. If all these statements should prove correct, we may well conclude that prospecting will pay in all portions of the habitable globe. Indeed, we should not be surprised to find the Legislatures of some of our neighboring governments gravely discussing the propriety of passing laws "to encourage prospecting."—S. F. Herald.

FURTHER EXTRACTS FROM OUR FOREIGN FILES.

FRANCE.—The Times publishes the following, received by submarine telegraph, dated Paris, 6 o'clock P. M., December 2nd.

The Prefect of the Seine, surrounded by the municipal body of Paris, at 11 o'clock A. M., proclaimed the Empire at the Hotel de Ville, amidst the cries of "Vive l'Empereur."

The Emperor made his triumphal entry into Paris at 1 o'clock, amidst the acclamations of the people, the national guard, and the army.

His Majesty receives this evening the *Granada Corps de l'Etat*, and sleeps at the Tuileries.

The following is the speech of the new Emperor addressed to the Senate and Deputies, at St. Cloud, on the evening of December 1st:—

Gentlemen.—The new reign which you this day inaugurate is not founded, as so many others mentioned in history have been, on violence, conquest, or stratagem; it is, as you have just declared, the legal result of the will of a whole people, consolidating during the calm, that which it founded in the midst of agitation.

I am deeply grateful to the nation which three times in four years has supported me with its suffrage and each time has but augmented its majority to increase my power.

But the more that power gains in extent and in vital force, the more need it has of enlightened men, like those who every day surround me—of independent men, like those whom I address—to guide me by their advice, and to contain my authority within just limits, if ever it could stray beyond them.

I take this day, with the crown, the name of Napoleon III., because the logic of the people has already bestowed it upon me with acclamation, and because the Senate has legally proposed it, and because it has been ratified by the whole nation.

Does this mean that accepting this title I fall into the error attributed to the Prince who, returning from exile, declared null and void all which had been done in his absence? Such a sentiment is far from my thought.

Not only do I recognize the Governments which have preceded me, but I in some measure inherit what they accomplished, for good and for evil; for succeeding Governments, notwithstanding their different origin, are each a party to the acts of their predecessor.

But the more readily I accept all that, for 50 years, history transmits to us with its indelible authority, the less was it allowed me to pass over in silence the glorious reign of the head of my family and the title, regular although ephemeral, of his son, which the Chambers proclaimed in the last effort of their conquered patriotism. Thus the title of Napoleon III. is not one of those dynastic and absolute pretensions which insult both true and common sense; it is the homage paid to a Government which was lawful, and to which we are indebted for the finest pages of our modern history.

My reign does not date from 1816; it dates from the moment you communicated to me the suffrages of the nation.

Accept, therefore, my acknowledgments, M. les Deputes, for the *appel* you have given to the manifestation of the national will, in making it more evident by your verifying the votes, and more imposing by your declaration.

I thank you, also, M. les Senateurs, for having been the first to congratulate me, as you were also the first to embody the popular wish.

Assist me, all, to establish in this land, harassed by so many revolutions, a stable Government, whose basis shall be religion, justice, probity, and the love of the less fortunate classes.

And here receive the oath, that I will spare no exertions to assure the prosperity of our country; and that, while maintaining peace, I will yield in no point which concerns the honor and the dignity of France.

GREAT BRITAIN.

In the House of Lords on the evening of the 2d inst., the Earl of Derby took occasion to say that he hoped the controversy as to the relative merits of the canal and the railway would soon be settled, and that no attempt would be hereafter made to disturb the system recently adopted.

At a meeting of the Eastern Steam Navigation Company, held at London, on the 1st inst., it was incidentally mentioned by Sir C. Fox, the eminent engineer, that he had, with his partner, Mr. Henderson, and Mr. Brasse, contractor, signed a contract for the construction of a ship canal through the Isthmus of Darien, as designed by Mr. Gilborne. C. E. The canal is to be cut 30 feet deep at low water tide, 140 feet broad at bottom, and 100 feet at low water surface. The locks will be 400 ft. from metre to metre, 90 feet wide between the gate quays, and each lock will have a lift of 30 feet to overweigh the iron gates. Such a cut as that was considered equal to the trade of the world as well as for permanent safety and rapidity of transit.

It was mentioned at the monthly meeting of the Liverpool free library and museum trustees, this week, that application had been made on behalf of the exhibition at New York, for the loan of the model of Liverpool, but the request was, for the present at least, refused.

Lord Frankfort, a young nobleman, has been sentenced to 12 months imprisonment in the House of Correction, for a libel on Lord Henry Lennox.

The editor of the Jackson, East Feliciana, Mirror, has received from Mr. Jno. F. McKneely, of that parish, a sugar cane nine feet ten inches long, containing twenty six joints and ripe to the top. As the Mirror observes, this is great cane for the hills.—Delta.

AN EXPERIMENT.—The New York Tribune says: "Singular results are obtained in this city from a very simple application of the nervous fluid animal magnetism, or whatever be the agency, to brute matter. Let a party of six or eight persons sit around a common pine table for twenty minutes to half an hour, with the palms of the hands held flat on the top of the table; it is not necessary that their minds should pay attention to the process, or conversation be suspended; but presently the table becomes so charged with the mysterious fluid that it begins to move; then rise from it, push away your chairs, still holding your hands near, though it is not necessary to touch it, and it will turn around from end to end, and even proceed rapidly about the room, without any visible agent, on which excursions the persons must bear it company, or the current is broken and the movement stops. This simple experiment may easily be tried; it requires no faith and no outlay of physical or moral strength; and the result with a table that is not too heavy, is pretty sure to follow."

From Mexico.—Late and Important—Santa Anna Reported on the Coast.

We have received the following intelligence from Mexico, via Acapulco, by Gregory's Express, by the "S. S. Lewis."

Santa Anna is generally reported, in the capita to be on his way to Vera Cruz. The revolutionists of that city had been prevented from a public pronouncement by the activity of the government officers, but a formidable combination had been formed to offer him immediate countenance on his landing, which it was supposed would be effected at Tampico. This is said to be the reason why the government squadron was ordered to blockade the port. The Santa Anna party acquire power and numbers every day, and the commander of the government fleet is said to be secretly in their interest. The different revolutionary parties in the several States are endeavoring to form a coalition, in order to determine on some prominent person as a general head to